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REPORT

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COUNTRY Czechoslovakia

DATE DISTR. 29 March 1954

SUBJECT 1. Let, Zavod 01, Aircraft Plant at Kunovice
2. C-11 Aircraft

NO. OF PAGES 11

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

SOURCE

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I. PLANT LAYOUT:

Reference is made to Encl. #1 of this report, Memory Sketch of the Aircraft Plant at Kunovice, N 49-03, E 17-28 on which Source identified:

1. SINGLE RAILROAD LINE, led from Veseli nad Moravou N 48-57, E 17-24 to Uherske Hradiste N 49-04, E 17-27.
2. OLD AIRCRAFT FACTORY, Let, Zavod 03, (Source never entered it) Source heard that this former civilian aircraft plant was taken over by the military beginning February 1954 and it was referred to as Opravny (Repair Shops). Source could offer no details on the construction of the plant.
3. KUNOVICE, spread-out town.
4. ROAD leading from Kunovice west to the new aircraft plant Zavod 01, 5 m. wide, good condition, type of surface unrecalled by Source, bus line used by civilians working in the plant.
5. RR SPUR, branched off from Pt. 1 to the plant.
6. BUS TERMINAL

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7. FOREST, coniferous trees, on west part of the plant.
8. AIRFIELD, old, grassy; aircraft were tested there; airfield was poorly kept, very bumpy, it measured 1,300 m. north-south and 700 m. east - west, irregular shape. Source observed that Svazarm, a civilian sport club, had some gliders parked in the south corner of the field. Airfield was surrounded on the east side by a 75 cm. high fence with two strands of wires.
9. DIRECTION OF SHORTER RUNWAY, grassy, about 900 m. long; each time aircraft was to be tested the runway was marked with small white flags. The old aircraft plant Pt. 2 was making gliders called Pionir, and these were also tested there.
10. DIRECTION OF LONGER RUNWAY, grassy, about 1250 m. long; C-11 aircraft were tested there. Whenever in use it was marked with small white flags.
11. WOODEN CONSTRUCTION, purpose unknown.
12. PLANTS ROAD SYSTEM, concrete, four - five meters wide, new, well kept.
13. PAINT SHOP, brick, tar-paper roof with skylight windows.
14. FENCE, mesh with barbed wire on top, 170 cm. high; Source was not certain whether it surrounded the entire plant.
15. TAXI WAY, concrete; led from the main assembly building to a projected runway the construction of which was to start sometime in 1955. Taxi way was 15-20 m. wide.
16. BORE SIGHTING RANGE: surrounded on the south, east and west sides by five meter high clay triangular shaped walls. It was 200 m. long, 20 m. wide, clay floor; targets inside the range were spaced in four different intervals (Source could not give distances).
17. BUILDING, new, brick, low pitched gable roof, open on south and north sides, 30 m. east - west, 15 m. north - south, 4 m. high; place where aircraft were parked for gun testing.
18. HANGAR, new, steel construction, brick wall, tar-paper shed-type roof, approximate dimensions 100 x 50 x 8 m., concrete floor; new aircraft were stored there.
19. RUNWAY: to be constructed some time next year; Source heard it would be made of asphalt, dimensions unknown. Source remembered having seen concrete water pipes of 170 cm. in diameter delivered to the vicinity of the projected runway. On the 3rd of February 1954 a Corporal from the Air Labor Service Battalion in Vysoke Myto /N 49-57, E 16-10/ reported to the aircraft factory. He told Source that he was in charge of the bulldozers, which were already on the way to Kunovice and that construction of the runway was to begin in the near future.
20. FINAL ASSEMBLY BUILDING, called Building # 10, brick, approximately 350 x 120 x 15 m., with two barrel vaults forming roof in the middle with two overhead travelling cranes (capacity unknown); roof also had skylights. Refer to Encl. #2 for the floor plan and the front view of the building. Source was unable to give any more information than what is on the Enclosure.
21. BOILER HOUSE, brick, (Source was never inside); a rather high chimney was noticeable from afar.
22. BUILDING, one story, brick, dimensions unknown; inside was restaurant, canteen, and plant's kitchen.

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23. BUILDING, one story, brick, unfurnished; Source could not tell future purpose of building.
24. STORAGES, Source assumed, because the railroad spur led to it.
25. GARAGES, description unknown to Source.
26. BUILDING, one story, brick; housed guard room and official entrance to the plant; Source observed time clocks located there.
27. ADMINISTRATION BUILDING, called Building #8; four story, brick, straight roof; contained various offices and a first aid room.

II. LET, ZAVOD 01

The aircraft factory in Kunovice was built about 1952 and its unclassified official address is Let, Zavod 01, Kunovice. East of this plant is an old aircraft plant Let, Zavod 03 (see Pt. 2 Encl #1.), a former Avia aircraft and a branch of the Avia plant in Prague - Cakovice. The new aircraft plant Zavod 01 was normally managed by civilian employees. However, all products produced there were inspected by the military, called ZVS (Zastupci vojenske spravy - representatives of military administration), and the entire process of aircraft production was supervised and inspected by these military personnel.

A. Military personnel known to Source:

KOPRIVA, Cpt., chief supervisor, 33 years old, tall, stout, dark hair.

MIXA, 1st Lt., very tall, medium build, 28 years old, single, inspector of wings; former student at the Military Technical Academy.

KONECNY, 1st Lt., medium build and height, married, 30 years old.

ZUSCAK, 2nd Lt., small, medium build, 29 years old, dark brown hair, black eyes, married.

POSPISIL, M/Sgt., medium build and height, blond, 26 years old, single, took care of spare parts and tools.

SMID (nickname CARA, meaning line, because of his height), about two meters tall, dark hair; he told Source he was discharged from the air force because of lack of command capabilities. SMID was a former squadron commander in Pilsen. He was glad to be a civilian. Source also heard that SMID was the best pilot for C-11 aircraft in Czechoslovakia. In Kunovice his job was test-flying the aircraft.

PANKRAC, tall, medium build, dark hair, about 45 years old, assistant test flier.

KOCI, 35 years old, medium height and build, black hair, very slow worker, used to work for civilian air lines; helped park aircraft at the factory when Source was there.

VYKYDAL, about 23 years old, medium build and height, dark brown hair, radio mechanic.

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According to Source, the new Let, Zavod 03, was the only factory producing the C-11 aircraft. It also was making the upper sections of the vertical stabilizer for the S-103 or BIS jet aircraft. Captain KOPRIVA told Source that in the near future the aircraft plant would start production of AERO-45 aircraft and that most of these aircraft will be exported to China. Source personally saw 15 - 20 AERO-45 airframes in the main assembly building (see Enclosure #2) which still lacked engines and wings.

B. The C-11 Aircraft:

The C-11 or YAK-7 is a two-seat trainer, low winged, wing span of about 10 m., radial engine with seven cylinders, air-cooled; developing a maximum of 900 HP at 2300 rpm. The C-11 aircraft was constructed of metal with fabric-covered rudder, trim tabs, elevator, and the rear section of the fuselage. (Refer to Encl. # 2, 3, and 4, memory sketch of the C-11 aircraft indicating the fabric-covered sections.) The C-11 had two fuel tanks of 180 lit. capacity each using fuel LBE-87 (octane). L stood for Letecky - air, B stood for Benzin - fuel. E stood for E meaning of E was unknown to Source. Starting the engine, operating the landing gears and the landing flaps and movable control surfaces was done pneumatically. The C-11 was to replace the C-2B1 (Arado) training aircraft.

1. Origin of aircraft parts:

While Source was at the aircraft plant he asked some of the workers about the origin of some of the aircraft parts. He was told that the first C-11's (unknown number) constructed by the factory were assembled of only Soviet-made parts and the Soviet-made engine designation was AS-21. Engines that arrived from the USSR were crated in gray crates, 170 cm. x 170 cm.; addressed in Russian to Gsep (Gep) where they were readdressed in Czech to Kunovice. KOPRIVA told Source that engines and landing gears for the C-11 aircraft will be made somewhere in Czechoslovakia in the near future. Machine guns for the C-11's were also of Soviet origin. ARK (Automatic Radio Compass) and radio altimeter instruments were produced in the Tesla electronics factory in Kolin N 50-02, E 15-12.

2. Aircraft markings and serial numbers:

- a. Source stated that the first C-11's which were assembled purely from Soviet-made component parts had an engine designation AS-21, and the serial number started with 170601, 170602 and continued so up to 170609 or higher, and was located directly below the Czechoslovak air force emblem on the left side of the vertical stabilizer.
- b. The C-11's later constructed of Czech-made parts, except for the Soviet engine and the landing gears, began their serial numbers with 170101, 170102 up to 170110, and the engine designation although the engine was of Soviet origin, conformed to that of M-21.

3. C-11 Output:

Source was unable to state the number of C-11's produced over any extensive period of time. However, he observed that while he was there [REDACTED] the plant assembled four or five C-11's.

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4. Test Flight:

The C-11's, assembled at the Kunovice plant, were tested at the factory's grassy airfield. (Point 8, Encl. 1). Each new aircraft was tested for a different period of time for reasons unknown to Source. Test pilot SMID performed most of the test flights and he disclosed to Source that he received 8,000 crowns in addition to his regular salary of over 2,000 crowns monthly, for the test flight of the first assembled C-11 aircraft. At present he receives 300 crowns extra for each C-11 test flight.

Machine guns were tested at the plant's bore sighting range (Point 16, Encl. 1, this report) for the synchronization of the prop-governor.

5. C-11 Literature:

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Source stated that he was shown illustrated books translated from Russian [REDACTED] for the maintenance and inspection of the C-11. These books were about five centimeters thick and were called: Popis letounu C-11 - (Description of the C-11 Aircraft) and Popis motoru M-21, (Description of the M-21 engine).

6. ARK and Radio Altimeter:

Source was told by KOPRIVA that in the near future some of the C-11's would have an ARK (automatic radio compass) and a radio altimeter installed in place of the machine gun (about 12 mm caliber). Source stressed that while he was in the aircraft plant none of the aircraft produced contained the above-mentioned instruments.

C. Aircraft Distribution:

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On January 11, [REDACTED] 2nd Lt. STEPINA from the 16th, and 2nd Lt. Antonin OTT from the 8th Fighter Regiment in Line were sent to Kunovice aircraft plant to check, sign for and pick up one C-11 for the 16th and one C-11 for the 8th Fighter Regiment. At the same time representatives from the First Air Division in Ceske Budejovice were signing for one C-11, the second Air Division in Zatec signed for two C-11, and the 4th Air Division in Mlada received three C-11's. These aircraft were flown to their respective air divisions around 5 February 1954, when weather was favorable for the flight. 2nd Lt. ZUSCAK told Source that sometime in March 1954 he would personally deliver (fly) one C-11 to Bulgaria.

D. Shipping of Aircraft:

Source was told at Kunovice that none of the aircraft produced in the Kunovice plant were disassembled for shipment but were flown away in good weather. When the aircraft left the factory they were already painted light gray, blades were black with yellow tips, and the serial number was red.

E. Plant Operation:

Source noticed that some sections of the plant worked in more than one shift. 1st Lt. MIXA told Source that the plant employed about 2,000 civilians and most of them performed piece-work and were paid accordingly. Morale among the workers was bad because of poor wages and poor working conditions. Source said that toilets were usually the places of all kinds of complaints and discussions. He observed a cartoon painted on the wall

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25X1C representing Antonin ZAPOTOCKY with very large ears. Underneath the picture was written: "Tebe Tonda povesime, davas nam malo penaz" - "We shall hang you, Tonda, because of poor wages." Workers complained about the poor and insufficient heat in the assembly building. [REDACTED] In January 1954 the thermometer in the assembly building registered minus one degree centigrade. In order to keep warm the workers disregarded the "No Smoking" signs and burned coke in all kinds of burners just a few meters from the final assembly section in the main assembly building.

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ted, he was unable to furnish any details about the plant's norms, process of production, bottlenecks in production, amount and storage of raw material, etc.

F. Security:

The aircraft plant and its premises were guarded by the plant's militia in black uniforms, and armed with pistols. Guards, posted at all entrances, checked all persons entering and leaving the plant. Source stated that at the entrance of the final assembly section in the main assembly building two guards checked all the persons entering that section. Workers in that section wore a red tag (two cm. in diameter) with yellow "LET" painted on it and only those persons, plus the militia, were permitted there. Source noticed a similar blue tag but could not state to which section it pertained. Each civilian employee was required to show an identification card upon entering and leaving the plant. Night security measures were unknown to Source.

G. Storage:

Finished aircraft were stored in the plant's hangar (Point 18, Encl. 1).

- Encl. 1, Sketch of Kunovice Aircraft Plant
- Encl. 2, Sketch of Final Assembly Building
- Encl. 3, Sketch of Sideview of C-11 Aircraft
- Encl. 4, Sketch of Top view of C-11 Aircraft
- Encl. 5, Sketch of Front view of C-11 Aircraft

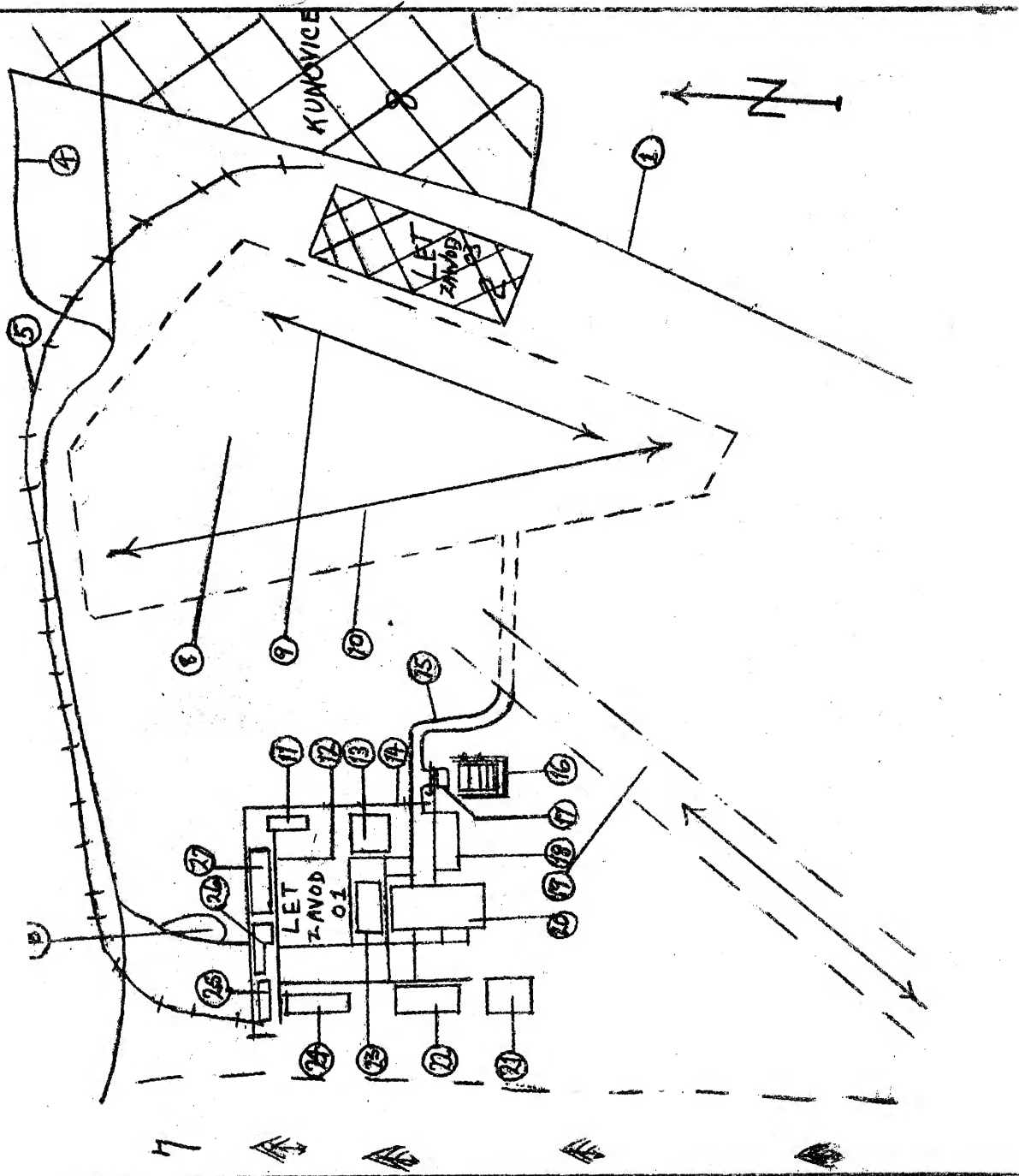
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ENCLOSURE 1.

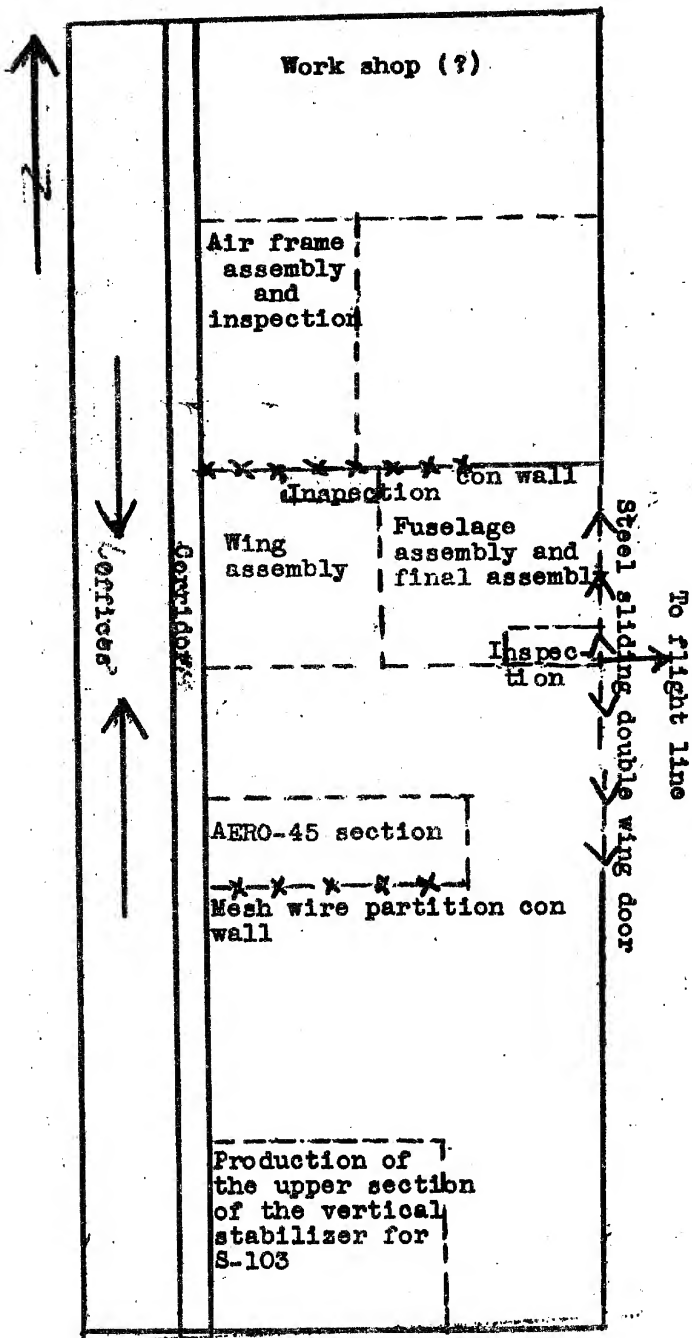
Sketch of Kunovice Aircraft Plant



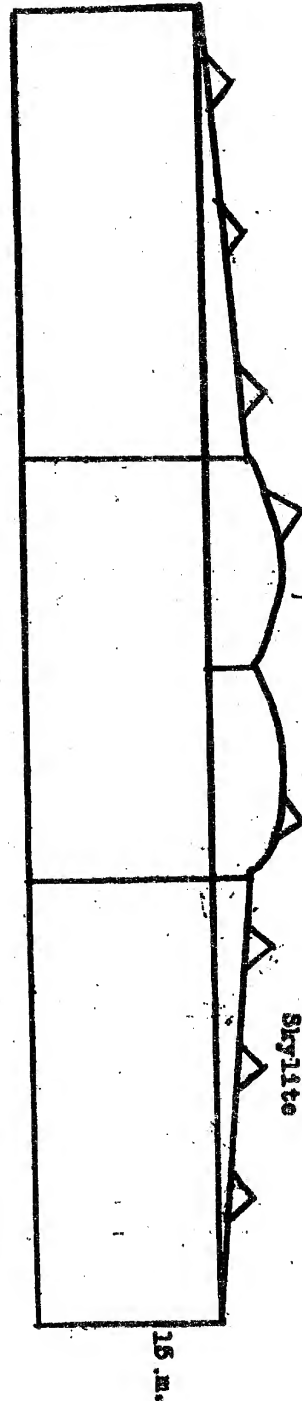
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ENCLOSURE 2.

Sketch of Final Assembly Building



B. Floor Plan of Final Assembly Building



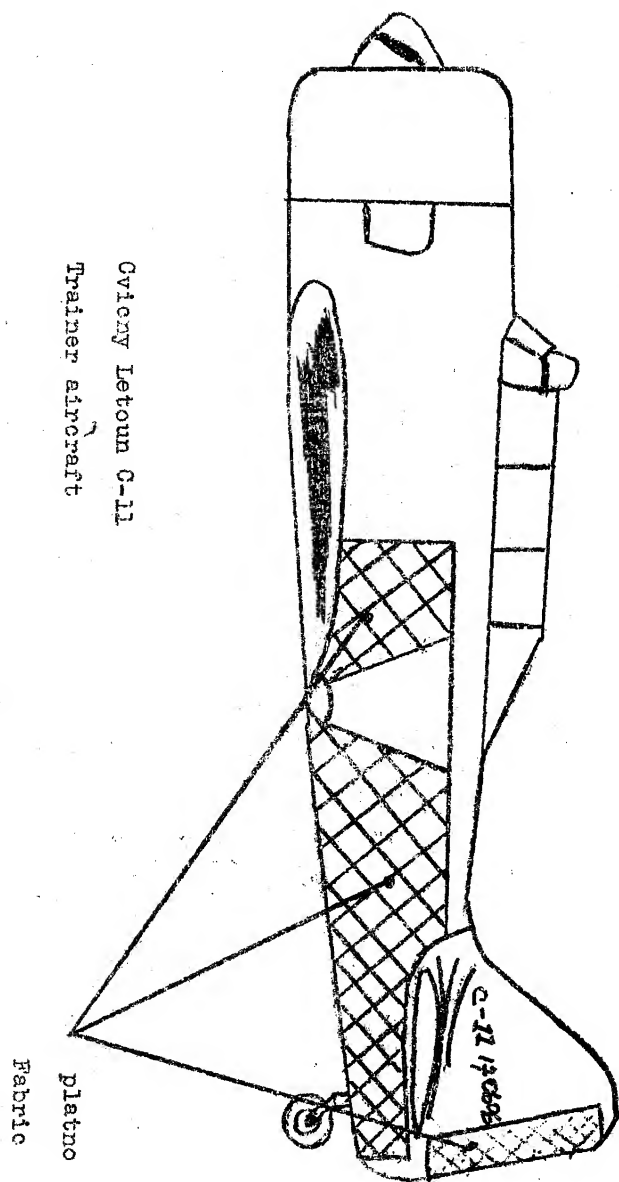
A. Front View of Final Assembly Building

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ENCLOSURE 3.

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Sketch of Sideview of C-11 Aircraft



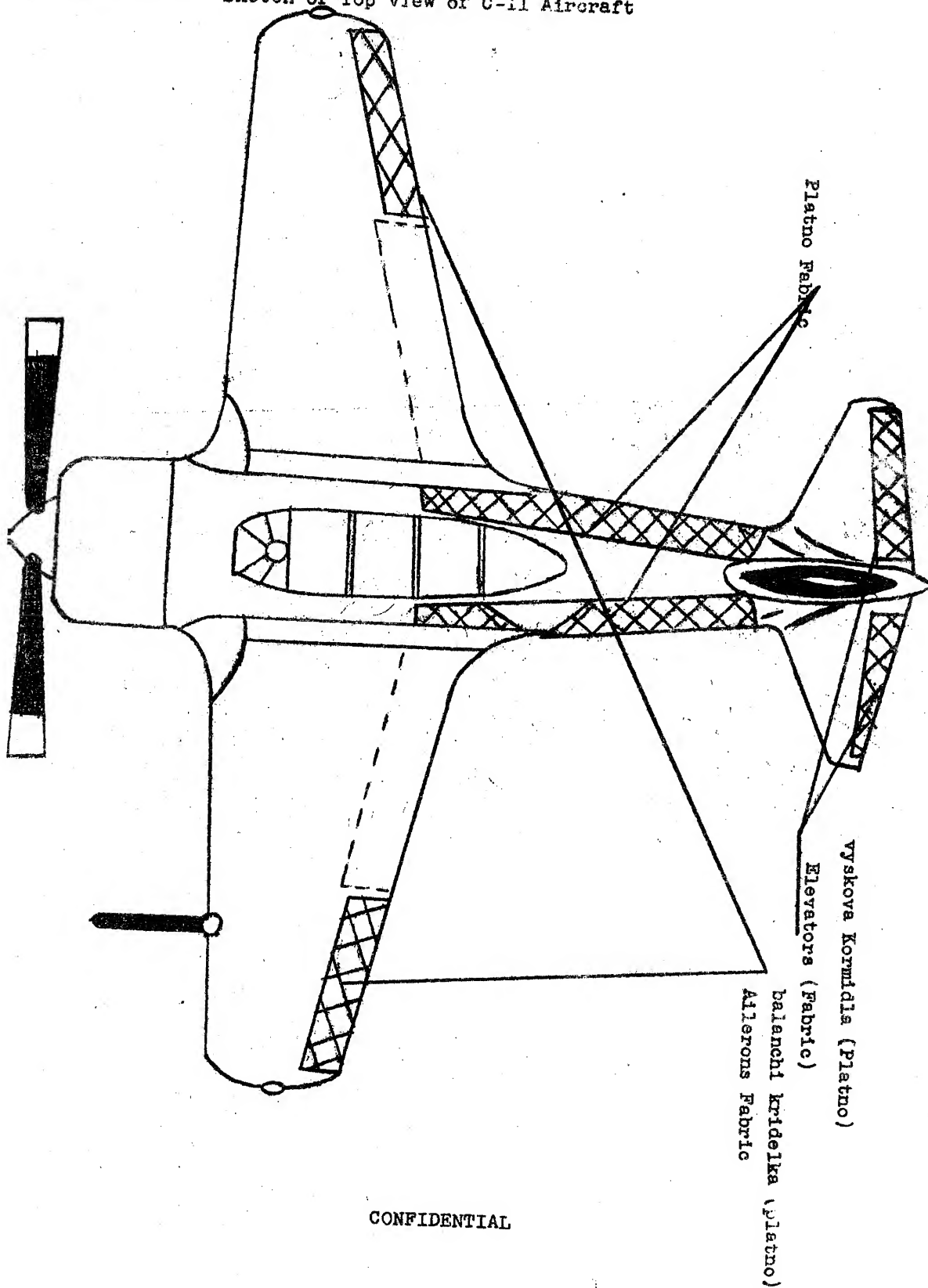
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ENCLOSURE 4. Sketch of Top view of C-11 Aircraft



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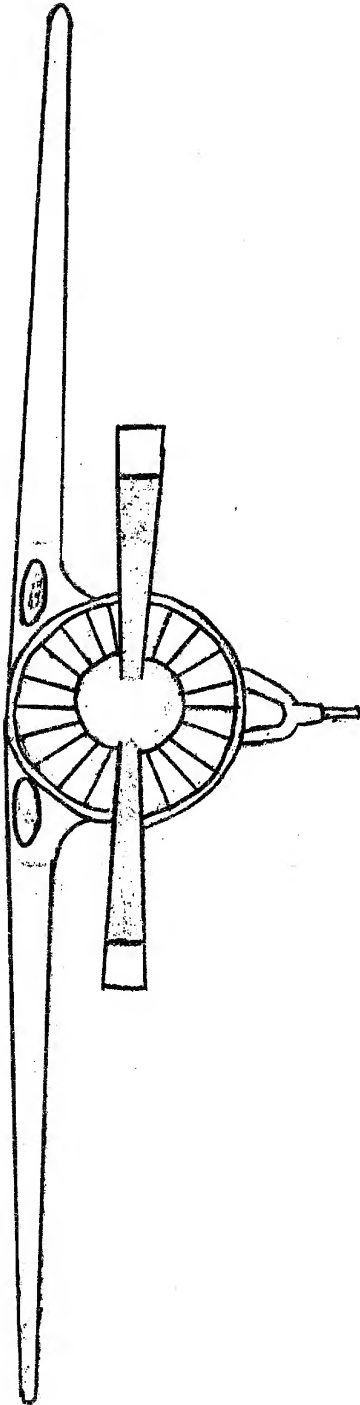
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ENCLOSURE 5.

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Sketch of Front View of C-11 Aircraft



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